

The Times' Daily Short Story.

How a Kingdom Was Saved

(Original.)

When the young Queen Alberta came of age great preparations were made for the coronation. There was a struggle among the unmarried neighboring potentates and princes for her hand. It was known that many of these would be present, and her counselors wondered how they would protect her from their united woeings. Some of them were too powerful to offend, some possessed enormous wealth, and all were persistent. The queen's deminutions had been impoverished by the wars of her father, the late king, who had fallen in a battle which ended in a rout for his forces. The exchequer was not only depleted, but the kingdom had been left without a military force capable of protecting it. Nothing saved it from being appropriated by its allied enemies but the greediness of each to possess it. No one would give way to another.

The struggle therefore smoldered till the young queen, who was then sixteen, should govern in place of a regent. But during the interval each of the conquerors made a proposition either to marry the queen when she became eighteen or that his son should do so in his stead. Now that the coronation was to come off, each applicant resolved that no other should step in to take the prize. One powerful monarch alone refrained from making a proposition. This potentate, King John, was married and had a son, Adelbert, who when his father directed him to enter his claim declined on the ground that no political advancement of his future subjects should induce him to force himself on any woman.

Queen Alberta had been informed of the position he took and would have been glad of an opportunity to see him and if he pleased her to solve the problem by marrying him if he would freely offer himself. But her prime minister informed her that it was necessary to prevent the dividing up of her kingdom among her suitors that she should decide at the time of her coronation.

A few days before the ceremony an ambassador from King John arrived with congratulations and to say that the king would choose her for his son's wife, but that son did not feel disposed to marry and had proved himself disobedient. The ambassador, Boniface, at an audience with the queen bore himself so reverently that she was much pleased with him and invited him to be her guest during the coronation week. She made this an excuse to ask him about Prince Adelbert, who would not enter the list of her suitors.

"Tell him when you return," she said, "that he should have relieved me of my embarrassment by giving me an opportunity to get rid of those whom I

loved and detested."

"Your majesty forgets," replied the ambassador, "that had he done so he would have forfeited your respect, as the others have."

"True," said the queen mournfully. The night before the coronation the prime minister visited Boniface with a proposition.

"If you are your sovereign's messenger, you must be of royal blood," he said to Boniface.

"I am," was the reply.

"And high in favor with your royal master?"

"I have his full confidence."

"In that case I am authorized by the queen to say to you that, with the consent of your sovereign, a proposition from you for her hand will be accepted, it being understood that her interests will be under your sovereign's protection."

Boniface smiled. "Tell the queen," he said, "that to be her husband would make me the happiest of men, but—"

"But?"

"I am not worthy of her. You may also tell her majesty that I am commissioned by my sovereign to observe the actions of her suitors, and if any disreputable is offered her the king will stand as her friend."

The next night at the state ball, after the coronation, every suitor pushed forward for the honor of the first dance with the queen. They jostled one another, and one imperious prince struck another in the face. In a moment half a dozen swords were drawn, and a tempest lowered over the assembly. The queen turned pale. At this moment Boniface stepped forward and cried out:

"Put up your swords. The queen is about to announce him who is to reign with her."

The storm was stilled, the suitors standing about the throne expectantly.

"Your majesty," said Boniface, "there is one more applicant for the high honor you would bestow. I am Adelbert, heir to the throne of your friend, King John, and beg your royal leave to offer you not only my hand, but my heart as well."

The other suitors started. On the face of the queen pallor gave place to a blush, while a smile broke upon her lips. She was sitting in state upon a raised throne, with a small crown of jewels on her head, in her hand a fan which had been fashioned to represent a scepter. Rising, she stood above the throng; then, giving each of those who had desired to possess her that he might possess her kingdom, a triumphant glance, she tossed the little scepter to Prince Adelbert. He caught it and quick as a flash stepped upon the dais with the queen; then, patting his sword, he said:

"If any one desires to possess this little kingdom, let him come and take it!"

In the union of Queen Alberta and Prince Adelbert the two kingdoms were united.

WENDELL C. McLAINE.

Overland train, due here at 7.23 a. m., was derailed at Edenvale, seven miles south of this city, yesterday. One man was killed and three or four injured.

SOUTHERN PACIFIC WRECK.

Overland Train Derailed Near San Jose—One Killed.

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AUTOMOBILE DEFENDED

A Correspondent Analyzes Prejudice Against It

AND GIVES STATISTICS

Shows That Where There Were 15 Fatalities from Horse Vehicles in Vermont There Was None Really Due to Motor Cars.

Every improvement has had to overcome opposition. When Sir William Dockwray set up the penny post in the city of London, the porters complained that their interests were attacked and torn down the placards in which the scheme was announced to the public. A cry was raised that it was a popish contrivance, and the Duke of York complained of it as an infringement of his monopoly and the courts of law decided in his favor.

When the flying coaches were introduced in England, although they only made fifty miles a day at the best, opposition appeared. If we follow some of the public ranting against the automobile, we have no longer a right to regard with pity the stupidity and obstinacy displayed by the English people in the introduction of the flying coaches. If we simply substituted automobiles for diligence, the following extract from Macaulay's history would serve as a good editorial in certain newspapers to-day:

"It was vehemently argued that this mode of conveyance would be fatal to the breed of horses and to the noble art of horsemanship; that the Thames, which had long been an important nursery of seamen, would cease to be the chief thoroughfare from London up to Windsor and down to Gravesend; that saddlers and spurriers would be ruined by hundreds; that numerous inns at which mounted travelers had been in the habit of stopping would be deserted, and would no longer pay any rent; that the new carriages were too hot in the summer and too cold in the winter; that the passengers were grievously annoyed by invalids and crying children; that the coach sometimes reached the inn so late that it was impossible to get supper and sometimes started so early that it was impossible to get breakfast. On these grounds it was largely recommended that no public coach should be permitted to have more than four horses, to start oftener than once a week, or to go more than thirty miles a day. Petitions embodying such opinions as these were presented to the king in council from several companies of the city of London, from several provincial towns and from the justices of the several counties. We smile at these things. It is not impossible that our descendants, when they read the history of the opposition offered by capidity and prejudice to the improvements of the nineteenth century, may smile in their turn."

How false were all of the prejudices! Macaulay says that of all inventions, the alphabet and printing press alone excepted, those inventions which have abridged distances have done most for the civilization of our species. The general public is a little better educated today than it was in the time of Charles the second, but the opposition to the automobile is no more reasonable than that to the diligence.

The tone of the newspapers a few years ago was well adapted to the creation of such prejudices. If an accident happened in connection with an automobile, it was advertised in great scare line, while, if a horse vehicle killed anybody very little was said. We are glad to note that there has been a change in the attitude of the press, and this modern improvement, but still there are those who, not being in possession of the facts, still believe that the automobile is a dangerous vehicle to ride in, as well as to users of the highway; when the truth is that the horse vehicle is far more dangerous than the automobile. We have been at some pains to look the matter up in the state of Vermont.

During the year 1905 there were over five hundred automobiles registered in Vermont, besides several hundred that came here from other states, yet how many deaths were caused by automobiles? None, unless you count the two occupants of an automobile that were killed in Bennington, by being run into by a train at a railroad crossing; while, during the same year, no less than fifty people were killed by the horse vehicle and twenty-one were more or less seriously injured. We give a summary of the deaths by accidents and their causes for 1905, as published in the St. Albans Messenger, December 23rd, 1905:

Killed by railroads	26
Killed by horse vehicles	15
Killed by falling down stairs	6
Killed by burns	12
Killed by machinery	12
Killed by fire arms	14
Killed by lumbering	8
Killed by mistake in medicine	10
Killed by quarrying	3
Killed by bicycles	1
Killed by lightning	4
Killed by street cars	4
Killed by drowning	30
Killed by automobiles	0

(Unless you reckon the two occupants of the automobile in the Bennington accident.)

These figures certainly show the safety of the automobile as compared with the horse vehicle, or anything, except the bicycle. Not a single death of a pedestrian was due to the automobile. The official report of the coroner at Chicago for 1905 shows that sixty-eight persons were killed by horses and horse vehicles against five killed by automobiles. Falls caused two hundred twenty-one deaths or forty-four to one killed by automobiles. The Chicago horse kicked more people to death than four or five thousand automobiles killed in that city. There were twelve times as many people killed by horses as there were by automobiles.

The New York Herald recently published statistics showing deaths occurring in the entire state of New York

Are You Tired, Nervous and Sleepless?

Nervousness and sleeplessness are usually due to the fact that the nerves are not fed on properly nourishing blood. They are starved nerves. Dr. Pierce's Golden Medical Discovery makes pure, rich blood, and therefore the nerves are properly nourished and all the organs of the body are run as smoothly as machinery which runs in oil. In this way you can clean, strengthen and invigorate, and you are good for a whole lot of physical or mental work. Best of all, the strength and increase in vitality and health are lasting.

The trouble with most tonic and medicine which have a large, booming sale for a short time, is that they are largely composed of alcohol holding the drugs in solution. This alcohol strikes upon the red blood corpuscles, and in the long run greatly injures the system. One may feel exhilarated and better for the time being, yet in the end weakened and with vitality decreased. Dr. Pierce's Golden Medical Discovery contains no alcohol. Every bottle of it bears upon its wrapper the *Badge of Honesty*, it is a full list of all the several ingredients. For the druggist to offer you something he claims is "just as good" is to insult your intelligence.

Every ingredient entering into the world-famous "Golden Medical Discovery" has the unanimous approval and endorsement of the leading medical authorities of all the several schools of practice. No other medicine sold through druggists for like purposes has any such endorsement.

The "Golden Medical Discovery" not only produces all the good effects to be obtained from the use of Golden Seal root, in all stomach, liver and bowel troubles, as in dyspepsia, biliousness, constipation, flatulence, indigestion, and bowels and kindred ailments, but the Golden Seal root used in its compounding is greatly enhanced in its curative action by the addition of such potent drugs as Black Cherry bark, Bloodroot, Mandrake root and chemically pure triple-refined glycerine.

The Common Sense Medical Adviser, is sent free in paper covers on receipt of 21-cent stamps to pay the cost of mailing only. For 31 stamps the cloth-bound volume will be sent. Address Dr. R. V. Pierce, Buffalo, N. Y.

Dr. Pierce's Pleasant Pellets cure constipation, biliousness and headache.

by the different methods of transportation, as follows:

	Percent
Horses	40
Street railroads	15
Steam railroads	30
Trams and trolleys	10
Automobiles	5

It is further stated that there is every reason for believing that the proportion is unduly high for automobiles, since it is difficult to obtain reliable data of runaways. About one in three is reported to the public press and about the same proportion in the police courts. An automobile accident, on the contrary, rarely goes unreported. Police court records for eleven months ending November last, 1905, collected from forty-nine states and territories in the United States, shows a total of 46,225 recorded runaways, 4,279 deaths and 12,105 injuries. Multiply these figures by three, in order to get nearer to the real facts, and you will realize in some degree what a dangerous animal the horse is upon the highway. He has a will and fears of his own. A small thing like a bit of paper, a few leaves at the end of a whip, or a bush, or a number of trifles often cause the horse to send his driver to the grave. The very commonness of the "shocking accidents" (